

PRICE SIXPENCE.

Apply at R. POTTER'S,
Era and Essex House.

SHIPPING.

ARRIVALS.
 December 9.—*Monarch*, cargo, 255 tons, Captain Kelly, from Melbourne 10th inst.
 December 9.—*Emily Jane*, schooner, 146 tons, Captain C. J. Ross, from Newcastle 10th inst.
 December 9.—*Victory*, schooner, 113 tons, Captain Stephenson, from Melbourne 10th inst.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, from Melbourne 10th inst.
 December 9.—*William the Fourth*, Captain Chaffield, from Melbourne 10th inst.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, from Melbourne 10th inst.
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DEPARTURES.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, to Melbourne 10th inst.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, to Melbourne 10th inst.
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COASTERS INWARDS.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, from Melbourne 10th inst.
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COASTERS OUTWARDS.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, to Melbourne 10th inst.
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 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, to Melbourne 10th inst.

IMPORTS.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, from Melbourne 10th inst.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, from Melbourne 10th inst.
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EXPORTS.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, to Melbourne 10th inst.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, to Melbourne 10th inst.
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SHIPS AT SEA.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, from Melbourne 10th inst.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, from Melbourne 10th inst.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, from Melbourne 10th inst.

MAILS BY THE WOOLMONGERS.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, from Melbourne 10th inst.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, from Melbourne 10th inst.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, from Melbourne 10th inst.

GENERAL POST OFFICE, SYDNEY, DECEMBER 9.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, from Melbourne 10th inst.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, from Melbourne 10th inst.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, from Melbourne 10th inst.

NEWCASTLE.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, from Melbourne 10th inst.
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PORTLAND.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, from Melbourne 10th inst.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, from Melbourne 10th inst.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, from Melbourne 10th inst.

THE FOLLOWING EXTRAITS ARE FROM THE 4TH INSTANT.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, from Melbourne 10th inst.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, from Melbourne 10th inst.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, from Melbourne 10th inst.

THE REMAINING CALLS FOR ORDERS.
 December 9.—*Walter*, schooner, 120 tons, Captain Harwood, from Melbourne 10th inst.
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The rest of the business on the paper, except that of a strictly formal nature, was postponed. The House adjourned at a quarter-past twelve o'clock.

OFFERED as we are to the increase of the sum devoted to certain religious denominations, we repudiate at once the principles upon which many appear to come to the same conclusion. It is asserted that it is the duty of the Legislature of these colonies to impose taxes on the whole community, and with the proceeds to set up one ecclesiastical system. Gentlemen hold that if the Government happened to be Mahometan, or Pagan, it would be still the duty of that Government to act according to its own conscience; to overlook entirely the Christian prejudices of the population, to set up minarets, to appoint mullas, and to proclaim on every Friday that there is one God and that Mahomet is his prophet.

We put the case in this form because we do not choose, like them, to exhibit the most unpopular Church among us as an illustration of the doctrine. It amounts to this—that without respect to the source of the revenue, the religious opinions of the people, or their efforts to secure their own religious observances, it is the duty of the magistrate—that is, of the majority—to apply the money of the people to uphold and maintain what the magistrate believes to be divine truth, and what his subjects may deem as atheism and heresy. Because this is not the principle of the Church Act, many condemn it as an error.

Many who receive the grant profess to take this view as well as some who reject it. They draw a distinction between their own duty and the duty of the magistrate. They say it is a sin to endow error, but it is the duty of the magistrate; that it is right and Christian to support the Gospel, and that in receiving money for the purpose they but aid the magistrate in performing his duty. They remind us of a set of Americans who claimed everything by a similar logical process—one equally satisfactory—"The earth is the Lord's"—"the earth is for the saints"—"we are the saints."

We have, however, remarked a degree of latitude in urging this view of duty of the State to endow nothing but truth—which contrasts with the heartlessness, almost amounting to ferocity, with which other dogmas are maintained. We fear those who take the money have never fully acquired the notions of their own conscientious convictions, and fairly put before the State their notions of duty. They have contented themselves with a weak water, and they have not been able to do more than to protest against the endowment of error, which they knew perfectly well would make no sort of impression; instead of those sea-like warnings and remonstrances which ought to be delivered by men who can secure a great official sin! We should be much astonished were those who so frequently declare that the magistrate is a transgressor in endowing the Roman Catholic faith, to go in a body to the Governor and say, "We content ourselves with denouncing the Roman Catholicism as an apostasy, the Pope as the Mother of Harlots, the Mass as idolatrous, confession as an engine of moral and mental degradation; but we do not see them take the one decided step to get rid of the sin. They ask for money, knowing the State cannot, and will not, give to any Church without granting an equal sum to others. They wash their hands, but still keep them discreetly open. Supposing, now, Mr. PARKER were to go to his spiritual guide, if he has any, to resolve his duty, and, having heard of the sin of supporting by the State error and truth, were to ask what he ought to do. Does anybody imagine that he would find in any colony any clergyman who would tell him that as practical duty he ought to shake off all but one system; that, in short, he ought to shake off all but the one so-called recognised churches, and put in their place one not yet heard of with recognition? Who would answer that once that were this course taken the whole must fall, mutual toleration is the necessary price which all these churches pay for their separate endowments? If they are indulged at all with the luxury of exclusion, they must select for repudiation a sect who have no power, influence, or authority—those who, in a political point of view, it may be safe to make "hewers of their wood and drawers of their water," who are enough indulged themselves by a permission to live.

The exclusive endowment of one Church is evidently impracticable. To shake off this country it would be impracticable. No man would do it, every man would feel himself degraded were he to put the notion in the form of a prayer. He could not sit down and pen a petition to the Legislature, announcing that his religion is the true religion, and the only one; that the State ought to endow his religion, not only with a sum sufficient to meet the wants of its votaries, whatever their number, but to assist in its effectual propagation among those opposed to its dogmas. A sense of justice, that which lies deeply imbedded in human consciousness, would prevent any man, however narrow-minded or greedy, from asking a magistrate to take this course. And can it be a sacred obligation on the magistrate to establish a system which, all things being equal, magistrates would be bound to establish, and which, in this colony would venture to ask? We see nothing possible but to pay back in endowment, to every sect, what every sect pays to the revenue; or to avoid all this machinery of taxation, and leave parties to provide for their own denominations at their own cost. The present system has entirely set aside the question of religious truth—it has done so necessarily, because the Legislative body is composed of men who would differ respecting the nature of truth. The extreme liberality of the late Council has left but little for the Assembly to do. The Pagans are not yet admitted; but in the other colony they have already heathen temples. Christianity is especially renounced, as well as every standard by which it might be ascertained what Christianity is. Nothing remains but to harmonise the practices of the State with its principles—to adopt the system of the ancient Romans as nearly as possible. GIBSON, with his usual pungency, observes that with the philosopher all religions were equally false, with the people equally true, and with the magistrate equally useful. We wish to see this system ended, with as much expedition as may consist with fairness to all. We agree with Sir RICHARD BOURKE, "that to endow all creeds where there are many, is nearly impossible, and that to endow only a part is nearly akin to injustice." If equality were preserved in the distribution, we presume no Church would wish the State to act merely as a collector and banker, when that office could with so much more consistency and simplicity be performed by the Churches themselves.

We shall not quarrel with persons who come to the right conclusion, although they may reach it by various roads. In political differences it is

not a man's logic but his vote. Time is required for the adjustment of interests to the real state of facts, and time all ought to allow. Those who are angry with the demonstrations which oppose the present system, should endeavour to realise what their own views and conduct would be in the position of the excluded. On the other hand, the right-minded opposers of the schedule will recollect that many have been trained to believe their own religion a national affair, and its special support the fair inheritance of the majority. The issue is absolutely certain, and we hope it may be ultimately obtained without exciting religious feuds, or inflicting needless personal suffering. There are many clergymen who have been bred to the Church as a profession; if deprived of a State stipend they would depend on the tender mercies of their own denominations.

The impolicy and impolicy of the proposed addition is sufficiently apparent. The Church Act—and this we remember was strongly stated by Mr. PARKER himself, when the propriety of the "TEMPORARY INCREASE" was debated last year—was intended, as described by Lord GLENELG, to foster the liberality of the denominations; to supplement, not to supersede their exertions—that the amount of private contribution should be the condition and the measure of all. If, therefore, the income given by the State were sufficient, it would destroy that very principle which the Church Act was based. If it be insufficient, it seems natural to expect the churches, who receive sums set down in the schedule, to perform their part of the compact, rather than to impose a new burden on the colony, including the denominations who, contrary to the spirit and letter of the Church Act, have to be left without any support.

Captain FREELING, R.E., the Surveyor-General of South Australia, has just issued a report containing his views on the relative merits of macadamised roads, tramways, and railways, as applied to the circumstances of that colony. Like most professional engineers he decides in favour of locomotive railways, and deprecates the adoption of any intermediate style of road as being cheap in appearance only, and as entailing ultimately an increase of cost. This is a matter on which so much professional knowledge or practical acquaintance with the working of railways is requisite in order to be able to give an opinion, that we cannot pretend to dogmatise on it. We can do little more than give the reasonings on which such an opinion is based, and offer such criticisms as are suggested by common sense.

The attempts which have hitherto been made to construct railways in these colonies have proved so expensive that the public stands aghast at the prospect of extending the system. At the same time the common roads are so unsatisfactory, that the question universally arises whether some intermediate contrivance is not possible. The reply to this question is one of the most important practical subjects which can occupy the attention of an Australian statesman. In this colony it has recently been avowed by the Government that locomotive railways cannot be extended beyond the limits of the county of Cumberland, and that some less expensive kind of road must be adopted to open up the interior. What sort of a road is it to be—and where is the saving to be effected?

The merits of different sorts of roads must be estimated by comparing their cost of construction, their cost of maintenance, and their respective conveniences and inconveniences. Respecting the macadamised road, Captain FREELING says:—

It is advantages are that it can be travelled by the horseman as well as by every description of ordinary wheeled vehicles, meeting or passing; it requires no establishment to regulate the departure and arrival of the traffic, or for providing motive power or carriages. It is not necessary to incur the difficulty of collecting tolls from those who use it, except at great charges on the income so obtained, and the cost of maintenance.

The cost of a macadamised road made complete, by stopping the traffic for a moment, while the line is being altered. There can be but one opinion, that the latter alternative would be most ruinous to the colony. Such results as those I have mentioned are most strongly to be recommended, whatever be the mode of locomotion intended to be made use of on iron rails, a proper freight may be exercised by laying the permanent way in the first instance with a view to the use of horse power. If this is done, the horse will in the end be saved to the country that will otherwise be frittered away in taxen up and relaying, altering, and patching tramways, to render them fit for locomotive use. In all cases of patching, will be most unsatisfactory.

"That the locomotive will rapidly supersede horse traction, on any line of railway where the traffic justifies it, is a line of fact, in which no one can be mistaken. The case of a railway between Adelaide and the Burra, a distance of 105 miles, an engine such as those used on the Port Line would readily move 100 tons net weight of goods the whole distance in one day. The cost of locomotive traction on this line, including wages, fuel, and repairs, is 4s. 6d. per mile. This would give a daily expense of £23 12s. 6d. which, per annum of 313 days, is £7394 12s. 6d. for the haulage of £21,300 tons of goods."

"If, therefore, the more goods traffic on the line amounted to 60 tons a day, drawn the whole distance, it would be cheaper to use steam than animal power; and, for every ton above the 66 up to 100, the assumed limit of the power of the locomotive, the advantage would be still greater in favour of steam. This calculation, however, is only for heavy goods taken on the tramroad at two and a half miles per hour; but for passenger traffic, with animal power, at the rate of 10 miles an hour, the cost becomes four times as great (vide Report of Commissioners on Irish Railways), and, consequently, the comparison of haulage expense is much more favourable to the use of steam. For an animal-power train, to run with passengers once a day, from Adelaide to the Burra, at 10 miles per hour, the yearly cost—assuming that a horse can travel 10 miles a day at the rate of 17s. 6d. a day, and that a team of two horses and a driver at £278 15s.; therefore, the cost of moving 66 tons a day (278 15s. and a half mile an hour, and one passenger train at 10 miles per hour, would be £10,456—service which could be performed by the locomotive in less than £7394. Therefore, a certain amount of traffic is necessary to make the use of a locomotive profitable, and as the tendency of lines of railway—presuming always that they are laid through well-settled districts—is to bring the traffic to such an extraordinary degree that a line which, at its first opening, will barely pay for the use of animal power, will almost certainly in a few years create a surplus of traffic for the motive power to carry."

In the case of a line, in the first instance, fitted for steam power, leaving the introduction of the locomotive to the parties concerned, the following paragraph from a report from the Commissioners appointed by her Majesty to consider and recommend a general system of railways for Ireland, to which great weight has been necessarily attached, emanating from it does from such eminent persons as the Under-Secretary

of State for Ireland, T. Drummond, Esq., Sir John Baggot, Peter Barlow, and Richard Griffiths, Esq., on a mixed line of traffic, where the passenger accommodation requires only one or two coaches per hour, and the goods traffic is not so heavy as to require a large number of trucks, it may be possible to work most economically with horses, particularly on short branch lines. In coming to this conclusion, we must guard against the temptation to suppose that the introduction of a railway with a view to its being permanently worked with horses (at least as part of the general system) is one of the most desirable, and that, where there is a fair prospect of the traffic, it will be more economical in some cases to commence with horse power, still the expense is so great as to call for the more powerful aid of the locomotive engine."

As to the cost of purchasing land to improve a tramway into a railroad, it would be quite surer, when the original survey was made, to survey two lines, one suited for horse-power and the other for locomotives; and to reserve ground wherever the latter deviated from the former. Where a line runs over tolerably level ground, the difference of cost between laying down a permanent way for a tramroad and for a railroad, may not be greater than is stated by Captain FREELING; but where viaducts, cuttings, embankments, or tunnels are necessary in order to secure suitable gradients for locomotives, it is obvious that the former must be very much the cheaper. No general rule can be laid down which will be true of all individual cases. There may be some instances where it is cheaper to make a finished railroad at once in view of prospective traffic, although at the time of construction it was in advance of the real wants of the district. But there are others where it would be more advisable to begin with the simplest style of work, and to improve as the increase of traffic justified it. Every case must be considered on its own merits. With regard to any particular line of railroad that may be projected, it is a matter of simple calculation to ascertain that course will be the cheapest, if accurate data can be given as to the cost of construction, the cost of the existing and prospective traffic can be computed with such approximation to accuracy as to be reliable. Where the first cost would be very different, and the lapse of time to allow the traffic to fetch up very considerably, the rapid rate at which the interest on the sunk unproductive capital would accumulate would make the cheaper plan preferable. Where the difference in the first cost is comparatively slight, and the traffic promises to pick up rapidly, the more substantial style of construction would be the most economical. It is easy enough to make the calculations. The difficulty is to get the data. The cost of construction and the probable traffic are very easily determined with accuracy. Engineers' estimates are proverbially trustworthy. There is hardly a mile of railway in Australia which has not scandalously exceeded the professional estimate. The traffic depends on many contingent circumstances—on the increase of population, the prosperity of the country, the state of trade, the condition of neighbouring countries, &c. In some cases the traffic on a railway has exceeded everything that could possibly have been anticipated, in others it has fallen short of very modest expectations.

It is very desirable, however, that practice should be subjected to theory. One fair trial of a tramroad would be more to prove or disprove its adaptability to the circumstances of the colony than follow of logic. We have specimens of railroads, and we have specimens of common roads. We know what they cost, and what amount of convenience they render. But we have no specimen of a horse-power railroad. As a mere matter of experiment it would be worth while to construct one at once, in some district that would offer a fair test of its value, say, for instance, from Parramatta to the Hawkesbury. One such example would yield invaluable data on which to base schemes for more general railway extension throughout the colony.

LEGISLATIVE COUNCIL.
BUSINESS PROCEEDED THIS DAY.
 Mr. Kew to move, "That the report of the Committee to which it was referred on the 24th instant, to prepare a bill to amend the provisions of the Northern Districts Bill, be adopted, and, on the adoption of the report, the Committee be appointed to prepare a bill to amend the provisions of the Northern Districts Bill, to be introduced on the 24th instant." The Committee reported that they had the honor to receive from the Hon. the Attorney-General, Mr. Deane, a copy of the report of the Committee to which it was referred on the 24th instant, to prepare a bill to amend the provisions of the Northern Districts Bill, to be introduced on the 24th instant. The Committee reported that they had the honor to receive from the Hon. the Attorney-General, Mr. Deane, a copy of the report of the Committee to which it was referred on the 24th instant, to prepare a bill to amend the provisions of the Northern Districts Bill, to be introduced on the 24th instant.

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